The Hong Kong Daily Press.

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CALLERY.—Dictionnaire Panoptique de la Langue Chinoise. Par L. M. Callery. Two volumes 8vo., Macao, 1841. £3 3s.

CURTIUS.—Proeve eener Japansche Spraakleer, met een Mr. J. H. Donker Curtius, Nederlandsch Commissaris in Japan, &c. Toegeliht door Dr. J. Hoffmann, uitgegeven op last van zyne Excellence den Minister van Kolonien. Large 8vo., pp. xxi. and 239. Leyden, 1857. £1 10s.

CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character; with Translations and Philological remarks. By Rev. Mo Hsien. 4to., pp. 62, bound, calf. London, 1825. 7s.

CHINESE REPOSITORY.—Vol. XII., No. 9, 11, 12; XIII. 8 11; XV. 1, 4, 5; XVI. 1, 6, 7; XVII. 1, 2, 5, 9, 11.

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CHALMERS.—The Speculations of Metaphysics, Polity, and Morality of the old Philosopher Lau-Tze. Translated from the Chinese, with an Introduction by John Chalmers, M.A. Fcp. 8vo., cloth, pp. xx. and 84. London, 1868. 4s. 6d.

DARBY.—Guide des armées alliées en Chine, ou Dictionnaire de reconnaissances en trois langues, Français, Anglais, Chinois. Cr. 8vo. Paris, 1860. 5s.

DU PONCEAU.—A Dissertation on the Nature and Character of the Chinese system of writing, etc. 8vo. pp. xxxii. and 376, boards. Philadelphia, 1838. (Scarce)

EDKINS.—A Grammar of the Chinese colloquial language, commonly called the Mandarin dialect. By Joseph Edkins, B.A. London, Foreign Associate of the Ethnographical Society of France, of the London Missionary Society, Peking. Second edition. Royal 8vo., pp. viii and 266, sewed. Shanghai, 1864. £1 10s.

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HUDSON.—Important considerations relative to English Translations, in reply to the proposal for a new version of the sacred scriptures into the Chinese language. By Dr. B. Hudson. 8vo. Shanghai, 1862. 2s.

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Intimations.

THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

CAPITAL $600,000.
IN 6,000 SHARES OF $100 EACH,
$40 PER SHARE PAID-UP.

Directors:—
VISCOUNT DO CERCAL.
E. J. SAGE, Esq.
RICHARD DEACON, Esq.

A VERY large traffic exists between the Straits Settlements, Saigon and the Southern Ports of China, for which the present lines of Steam communication afford very inadequate accommodation, and this company has been organized with the view of supplying a need which has long been felt, especially by the Chinese Residents of the places indicated.

It is proposed to run a fortnightly line of Steamers between Hongkong, Saigon, and Singapore, in connection at Singapore with the steamers of the P. & O. S. N. Company, and very advantageous arrangements have been concluded with the French Authorities of Cochin-China, for the conveyance of the mails to and from Saigon. Extensions of this service are shortly contemplated.

Arrangements have also been made with the various lines of Coast Steamers for all the ports of China and Japan, for reciprocity in the carriage of freights and passengers, so that a *unions* and useless competition may be avoided.

The *Ordaff*, with the good will of her Owners, has been purchased, and is now running. Another large and powerful steamer will shortly be placed on the route.

The Company has been registered with Limited Liability, under the Companies Ordinance of 1865.

Five hundred and thirty thousand Dollars of the Capital of the Company have been already subscribed, including reservations for Saigon and Singapore, and, his 700 shares remain for allotment by the Directors in Hongkong. The First Call of $15 per share is payable on allotment, and the Second Call of $25 per Share in three months thereafter.

The Articles of Association may be seen, and Forms of Application for Shares had, at the Office of the Undersigned, or at the Office of HENRY C. CALDWELL, Esq., Solicitor to the Company.

AUGUSTINE HEARD & Co.,
General Agents.

Hongkong, 4th February, 1870.

To the General Agents of
THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

GENTLEMEN,—I hereby request that the Directors will allot to me shares in the above company, and I agree to accept such shares, or any less number, which may be allotted to me, and to pay the Calls thereon to such amount, and at such times, and in such manner as may be authorized by the Articles of Association of the said company, and to subscribe to the Articles of Association when called on to do so.

I am, Gentlemen,
Your obedient Servant,
Name.....
Address.....

tf 247 Hongkong, 4th February, 1870.

THE CHINA AND STRAITS STEAM NAVIGATION COMPANY, LIMITED.

CAPITAL $500,000, IN 5,000 SHARES OF $100 EACH.
(Of which $110,000 is already Subscribed).

PRESENT BOARD OF DIRECTORS:—
EDWARD ARTHUR, Esq.
(Chartered Mercantile Bank of India, London, and China.)
JULIUS MENKE, Esq.
(Messrs. Wm. Pustau & Co.)
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TWENTY-FIVE dollars per Share will be payable on the day of allotment, and twenty-five dollars per Share six months after that date, the remaining capital to be called in in small sums at such intervals as the Directors may deem expedient, but no further call shall be made until nine months after the payment of the second call.

The Company will be registered under "The Companies Ordinance, 1865" with Limited Liability, and the Memorandum and Articles of Association are in course of preparation. The Articles of Association will be ready for inspection, and copies procurable, at the Office of the General Agents, on and after the 15th instant.

The Board will consist of not less than three, nor more than five Directors, one of whom shall retire annually, being, however, eligible for re-election.

The Ports of the Company will be invested in such manner as may be settled by the Directors.

So soon as a sufficient portion of the profits of the Company shall have been set aside to form a moderate Reserve Fund, the Directors have the discretionary power of returning to the Shareholders a bonus on the amount of Freight and Passage Money contributed by them, and the balance of profit will be annually divided between the Shareholders generally.

Until new Steamers are obtained from Europe, the Company will probably charter one or two vessels.

The object of the Company is steam navigation between the Straits and China, and on the Coast of China generally, but chiefly to run Steamers between

PENANG, SINGAPORE, SAIGON, HONGKONG, SWATOW, and AMOY, in connection with the North China Steamer Company, for

FOOCHOW, NINGPO, SHANGHAI, YANGTSZE PORTS, CHEFOO, TIENTSIN, and NEWCHWANG.

A number of the most influential Chinese and other merchants and traders in the Straits have already subscribed for Shares in the Company, and the Directors have little doubt that they will be able to secure and retain the bulk of the freight and passage traffic between the Straits and Amoy, the terminal of the Company's Main line.

Messrs. John Burd & Co. will act as General Agents for the first five years of the Company's operations.

Applications for the remaining $330,000 of Capital will be received at the Office of the General Agents until the 31st day of March, 1870.

Applications for Shares must be in the form annexed, and be forwarded under cover to the General Agents, from whom form of application can be obtained.

An application for Shares, followed by an allotment, will constitute the applicant a Shareholder in the Company, under the terms of the Company's Articles of Association.

Hongkong, February 3rd, 1870.

FORM OF APPLICATION FOR SHARES.

To the Directors of
THE CHINA AND STRAITS STEAM NAVIGATION COMPANY, LIMITED.

GENTLEMEN,—I request you to allot to me Shares of $100 each in the above Company; and I agree to accept that or any less number that may be allotted to me, and to pay the calls thereon; and I authorize you to place my name on the Register of Shareholders for the Shares allotted.

Usual Signature.....
Name in full.....
Address in full.....
Date.....

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EASTLACK & WINN,
Dental Surgeons.

DR. WINN will leave Hongkong for Japan on or about the 1st of April next, to be absent 6 or 8 months, and therefore requests all persons desirous of consulting him Professionally, to do so at their earliest convenience.

tf 205. Hongkong, 1st February, 1870.

Intimations.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL, 1,500,000 TAELS SHANGHAI SYCEE, OF 8,000 SHARES OF 500 TAELS EACH.
Paid up Capital, TLS. 300,000, OR TLS. 100 PER SHARE.

Court of Directors:—
F. A. GROOM, Esq., of Messrs. Glover, Dow & Co.
W. JACKSON, Esq., Chartered Mercantile Bank of India, London and China.
R. W. LITTLE, Esq., of Messrs Little & Co.
T. PROBST, Esq., of Messrs Wm. Pustau & Co.
J. B. ROBERTSON, Esq., of Messrs Bull, Purdon & Co.
J. F. H. TRAUTMANN, Esq., of Messrs Trautmann & Co.

Head Office, Shanghai.
Secretaries, pro tem., TRAUTMANN & CO.

Counsel to the Company,
N. J. HANNEN, Esq., *Barrister-at-Law.*

London:
COMMITTEE OF THREE DIRECTORS.
Agents, Messrs. ROBT. BENSON & CO.

Agents:—
In Hankkong.....Messrs. WM. PUSTAU & CO.
" Hankow.....P. MACIE, Esq.
" Foochow.....Messrs. JOHN FORSTER & CO.
" Yokohama.... " ASPINALL, CORNES & CO.
" Singapore..... " HARRISON, SMITH & CO.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows: 30 per cent will be reserved as Bonus to all *Contributors* of business, *rateably proportion* to the amount of Net Premia contributed. Interest at the rate of 12 per cent per annum on the paid-up Capital will be paid to the *Shareholders*, and the Balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls. 300,000, the Net Profits will be divided as follows: 30 per cent to all Contributors of Business; 20 per cent. to the Reserve Fund; and 50 per cent. to the Shareholders.

When the Reserve Fund shall have reached Tls. 600,000, the Net Profits will then be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent to the Shareholders.

The Funds will be in the hands of the Directors both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.

Messrs TRAUTMANN & Co. will officiate as Secretaries till 31st December, 1870, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.

For Forms of Application for Shares, and Copies of the Deed of Settlement, apply to the undersigned.

TRAUTMANN & Co.,
Secretaries, pro tem.

2254 Shanghai, 23rd November, 1869.

The Chronicle and Directory for 1870.

NOW READY.

THE Edition for 1870 is now ready for Delivery.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents and Port Directories only, at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

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The delivery of the *Daily Press* from the office commenced on Monday morning at 5.45, and the last messenger left the office at 10.15.

The Daily Press

HONGKONG, MARCH 3RD, 1870.

An extract is given elsewhere which will be of special interest to Hongkong and China residents at the present time. It refers to a subject, by no means new, but always attractive in these parts, namely the Overland Route by the P. & O. and Messageries Imperiales steamers, which has been taken up by the *Saturday Review* in consequence of the opening of the Suez Canal. The article is evidently written by a person thoroughly acquainted with the subject, and it will no doubt call great attention to it at home—a circumstance which must tend in itself to bring about the result, which the article advocates, namely, a reduction upon the present very heavy rates of passage money overland. The *Saturday* fairly expresses the feeling of all in China, when it says that it would grieve to see the P. & O. swept from the seas, but that this result need not at all be anticipated. The effect that the new state of affairs will in all probability produce, will simply be that the P. & O. will adapt their steamers to the requirements of the times, and commence a system of retrenchment on the luxury hitherto prevalent—in which direction there is certainly ample room for reform. This point has been so frequently animadverted upon in this paper, and is put with so much force by our London contemporary, that little can be added to its able remarks. A great step will be made, if the suggestion which has been thrown out more than once, that passengers should be called upon to pay for the wines, &c., as they consume them, instead of an indefinite and unlimited quantity being included in the passage money, were acted upon; and there are many other equally obvious modes by which the present wants of the public in these parts could be met—one of which is clearly the establishment of an intermediate or second class, by which people, who do not wish for the profusion of luxuries supplied to those who go first class, might travel, without being forced to associate with the servants of their more wealthy fellow passengers. The plan of making the second class extremely uncomfortable, is generally considered to be adopted simply with the object of forcing all to take first class passages; but, as this plan, if continued, will now result, not in their doing so, but in their taking passage in some other steamer, it would clearly be to the interests of the Company to put an end to it.

From time to time, a stream of light is thrown upon the persistent policy which Russia is pursuing with regard to China, and which, though constantly overlooked, forms one of the most important elements in political affairs in this country. From a very interesting account given by the St. Petersburg correspondent of the *London and China Express*, it appears that the preliminary negotiations for the new Treaty of Commerce between Russia and China were opened as far back as the year 1862, but were not concluded till April, 1868, when the Treaty was signed at Peking by General YLANGALI, as the Russian Envoy and Plenipotentiary, and on the part of China by HUE, the Minister for Foreign Affairs. The ratifications of their respective sovereigns were then duly exchanged, and the Treaty is promulgated in the Russian official organs. Its main provisions are thus summarised: "One of the stipulations has reference to the border traffic, and it is mutually agreed that a strip of land, seven miles wide, on either side of the frontier, shall be considered as free territory, and the inhabitants thereof be exempted from the payment of duties. The caravan road to the principal Chinese commercial emporium of Tientsin is to be via Kalgan, Dunba, and Tungchow. The merchants and dealers of the one country travelling on business in the territory of the other, must be provided with a certificate from their own honourable authorities, as a legitimation of their persons and goods. The importation of every description of goods is mutually permitted in all the ports of the two high contracting parties. The Treaty is to remain in force for five years, at the expiration of which, it is renewed for another period of five years, unless notice be given in the course of the six months preceding the expiration of the first period of five years, of the intention of one of the powers not to renew the same." This statement is sufficiently startling at the present time, and if the rendering is correct, it seems very extraordinary that the concession should be given to the Russians that their goods may be imported in all Chinese ports. If this is the case, the same right must, by the most favored nation clause, be granted to all other foreign nations. In face of negotiations that have been going on, the only conclusion that can be arrived at is, that there is some error in the translation of this clause.

"Pur good old times have gone;" China is not what it used to be in former days;" "there is nothing much to be done now;" "the place is quite played out"—are the phrases repeatedly heard at the present day, with reference to the chances of getting on in this part of the world. The old Chinaman, making his comparison between the slow, steady, laborious career, by which alone people out here can now hope to succeed, and the exciting days of his early connection with China, sighs for the glorious times never to return, when the dollars came pouring in with marvellous facility. He looks around him now, and finds that all the old "chances" are vanished. Chinamen are no longer willing to pay Europeans handsome commissions for assistance in shipping, trading, and storing their goods; land speculations have become a by—word for loss, and vacant plots and ruinous houses testify to the reaction which has taken place from the days when there seemed no limit to the prices to which property would attain; docks, wharves, warehouses are in full supply and over supply; and in every direction, it is seen but too clearly that there is little opening for local business. The Taiyun resigns himself to his regular trade; makes the best he can out of his tea, silk, opium, and piece goods, and now looks to steady business, and to reduction of expenditure, to give him, in the course of years, an adequate return for his labours, in place of hoping—as he could formerly with reason—to make a rapid fortune out of lucky local adventures. The mercantile assistant has to follow in the same direction. Small speculations on his own account cannot now be indulged in with safety. There is no opportunity of making cent. per cent. on "outside" goods, or of gaining sufficient to support him for the rest of his days by a fortunate investment in a plot of land. He must work away at his desk, and may think himself fortunate if he can see his chance of becoming a partner in the course of eight or ten years. For the most part, if he wishes to have a moderate certainty of success, he must go so far as to set himself to work deliberately and steadily to save money out of his income. The grand old style of indefinite drawing upon compradores is now entirely discarded, and over expenditure or extravagance at one part of a man's career, can be made up for, in subsequent years, only with great difficulty, if indeed at all. China, in short, has come down to the normal condition of a trading place, and success can be hoped to be attained only by the same roads that lead to it in other settled trading places. Perseverance, shrewdness, attention to business—the old fashioned habits still in good repute at home, but often thrown aside as far too slow of action in the exciting business of an enterprising place—are now found to be the weapons which tell best in the long run, and while the timid are giving up in despair, the more resolute and manly are admitting the mistakes of the past, adapting themselves to altered circumstances, and entering with confidence upon a new line of conduct suited to a new state of things.

The change, which has been brought about by the events of the last five years, is, as above noticed, a subject of regret to many, who remember the good, but forget the evil, of former days. The feverish excitement, which characterised business in those times cannot be considered in any sound light as a good thing. To a careful observer, the history of the past ten years illustrates very plainly a principle too much overlooked, that those men are most likely to attain to fortune, who rely least on Fortune's favours. The delusion that large pecuniary success often upon from one or two great hits, results from people only hearing of the few who succeed and not knowing anything of the numbers who are disappointed, and from its not being sufficiently borne in mind how very few there are who know how to stop at the right moment. Let any one glance back at the men who, eight or ten years ago, were supposed either to have made, or to be rapidly making, their fortunes, and he will find that the success of 1860 was the ruin of 1865; that the majority fell as rapidly as they rose; that few retained a competency out of their large wealth, and scarcely half a dozen were fortunate enough to retire with their money at the right moment to retain it. The transition from a time when people relied upon exceptional success, to one in which they have to look to ordinary and average opportunities, may appear to a superficial observer to be a subject of regret; but it is not so in reality. It the chances are smaller and slower, they are more equally divided and surer; and if it has now become recognised that few can look for a fortune, it has at the same time been discovered that, by prudence and foresight, almost all may look for a competency. In point of fact, the difference is only apparance, not in reality. It is now seen that success in the "short run"—if the expression may be allowed—depends upon the same principles as it does in the long run; that, in ninety-nine cases out of hundred, large sums made from exceptional circumstances are lost by other exceptional circumstances, and that those who run steadily in the race of progress, require but sufficient time to far out-distance their more brilliant competitors, who, starting at too rapid a pace, break down on the way, or at least are able only by great effort to drag themselves to the goal, which they might have reached sooner if they had commenced running more slowly.

It is observable that the new lines of steamers which have been established to run between Hongkong and Singapore are looked upon with favour at the latter place. The *Singapore Times*, in commenting upon them, says that the scheme bears evidence of considerable vitality, and, however it may affect the interests of sailing vessels, cannot fail to be a convenience to shippers.

It is stated on good authority that the Chinese gunboat *Suilding* arrived at Canton on the 1st inst., bringing up a prisoner from Kowloong, a Chinese, who proves to be the head of the piratical gang who murdered the crew of the British barque *Crofters*. It is said he was dressed in silks and satins, and had offered the sum of $10 000 for his release—that is, to be allowed to escape.

POLICE INTELLIGENCE.

BEFORE C. MAY, Esq.
March 2nd.

INDECENT.

Leong-a-kwei, of Tsoong, a widow, insane, was discharged from custody, a relative having come forward, and promised to take care of her.

ASSAULT.

Lee-a-choi, of Hokchan, a waiterman, upon the evidence of Lo-sai-chun, the inmate of a brothel in West-street, was fined $5, or, one month's imprisonment, for having thrown a bowl at complainant, and cut her on the neck because he could not be supplied with wine after his supper.

OBSTRUCTION.

A fortune teller and a doctor, whose stand was in Sutherland-street, were fined $2 each, in default five days' imprisonment, for having caused an obstruction by the practice of their curious arts of divination. They had both been previously fined for a similar offence. They pleaded poverty, and inability to rent houses wherein to receive those who wished a prep in advance.

INPIEM.

Choy-a-ting was fined $3, in default fourteen days' imprisonment, having been found by I.P. C. No. 301, gambling in the street at Yaumatee, when defendant being banker, his defence being that he was only dividing some cash with another.

SEY-LARKING AND ITS CONSEQUENCES.

Isaac Patterson, A.B., H.M.S. *Sterling*, was fined $5, in default nine days' imprisonment, for injuries done by him to chair coolie No. 641. Defendant's statement was to the effect that he was only larking with a number of other blue-jackets, when he had picked up and thrown a stone, which had unfortunately hit the complainant on his face.

DRUNK AND FIGHTING IN THE STREET.

Michael O'Brian, a marine, of H.M.S. *Rinaldo*, was fined $1, for being drunk and fighting in the Queen's road Central.

ROBBERY FROM A DWELLING.

Wong-se-tai, of Macao, a servant, was convicted of having stolen a long coat, original value $15, from the premises of Messrs. Lane, Crawford & Co. in the Queen's road, the property of Chinnaiyah, a servant in the employ of that firm. The coat was found to have been pledged at Satyingpoh for five dollars. The defendant's plea was that he had been requested by a man named Ahsim to pledge the coat, who had told him that a friend had lent it to him to raise money upon it, to take him home, his friend had also stated that he had not the wherewithal. Defendant was sentenced to four months' imprisonment with hard labour.

INPIEM.

Lee-a-yee, of Sunoo, a shoe coolie, was fined $2, in default two weeks' imprisonment with hard labour, having been convicted of gambling in the Hollywood-road near the joss house, where a crown had collected to watch the game. According to the evidence of I.P.C. No. 167, defendant had attempted to bribe him with a piece of cash, equal to about fifteen cents, to let him go free.

ANOTHER INPIEM.

Lee-a-shing, of Sunoo, a rope maker, and Wong-a-loy, of Poonyu, a coolie, were also fined $1 each, having been caught by Inspector Grimes gambling with dominoes, in Jamat'e-lane, Wanchai.

STILL MORE INPIEM.

Lot-a-sow, a representative of the great omnibus-box, was fined $5, or, default forty days imprisonment with hard labour, having been found by I.P.C. 301, gambling in Murbel-street. Defendant was in charge of the omnibus number, so long as there remain; if through absence, death, or other cause, their number should fall below two, the Court is to be appealed to, to appoint new members. Seeing the difficulty there has always been to get together a meeting of shareholders, we imagine the latter will readily acquiesce in a decision which places the Fund in a clear position, and gives them a definite chance of recovering the value of their shares.

H.B.M. SUPREME COURT.
Before C. W. Goodwin, Esq.
Shanghai, 18th Feb., 1870.

Re the EXECUTION FUND.

This was a petition to the Court by Messrs Forbes, Groom and Reid, as trustees of the Recreation Fund.

1. To decree the appointment of a trustee or trustees in lieu of those now existing, or otherwise.

2. To make an order vesting in him or them, all the property and monies of or belonging to the said Shanghai Recreation Fund.

3. To declare the trusts upon which the same shall be held by the trustee or trustees, and the powers vested in him or them for the management, investment and realisation and re-investment of the said property and funds for the furtherance of the objects of the said trusts, and for the appointment of a new trustee or trustees in case necessity for the same shall arise.

4. And to make such further decree or order and to give such further relief in the premises as the nature of the case may require.

Mr. Rennie explained that the Petitioners prayed, on behalf of the Recreation Fund, for the appointment of a new trustee—whom they wished to be the Chairman of the Municipal Council; and also for a judicial opinion as to the power vested in him. The Petition was made under the Trustees Act of 1850 and 1852. Mr. Rennie quoted authority to show that the Court had power to grant the request; and after a long discussion—

The Court finally decided that new trustees be appointed in lieu of the five gentlemen nominated in April, 1868; that these trustees consist of the Chairman for the time being of the Municipal Council, and the following four gentlemen:—Messrs. F. B. Johnson, F. A. Groom, David Reid, and F. B. Forbes; the Committee to have power to fill up vacancies that may occur by absence, death, or refusal to act, so long as three remain; if only two remain, application to be made to the Court; the property to be vested in five trustees.

The Court further expressed an opinion that these trustees were justified in doing their best, under the circumstances in which the Trust is placed, to realise the same either by purchase of the Club, and re-mortgage of the same, or otherwise as they may be advised. 2nd,—That, as soon as they have realised the same, they pay to the shareholders the sum of $50 per share under the original arrangement; and that they devote the balance to such purposes of public recreation as seem naturally to fall within the original intent of the donors.

An explosion of an extraordinary character lately occurred in the ironworks of the Emperor Ferdinand's Northern railway at Prerau. The piston-rod of a locomotive was brought to a forge to be straightened. The first time of heating was not sufficient to enable this to be completely done, and on its being laid in the fire a second time it exploded in all directions, so that one workman was killed and four others severely wounded. An examination of the various pieces has shown that the iron was exceedingly porous, and damp may have collected in the pores and caused the explosion on the second heating.

THE OVERLAND ROUTE.

Saturday Review.

Piercing the Isthmus of Suez is likely to give birth to a good many hopes and fears which time undoubtedly will justify. It will precipitate, if it does not provoke, modifications in navigating to a revolution in the Oriental passenger trade. Indignant Australians have long grumbled with great reason, that competition did so little for a deserving class of travellers who were generally by no means burdened with money. There was a choice of routes, it is true; but even men whose services were paid by time, not by the piece, were loth to let the monotony of a long sea voyage cut long outlies out of their modest leave. Better shunt snipes or tigers in Indian swamps and jungles than hit hacks for sharks or gulls on the deck of Cape steamers and clippers. So the Peninsular and Oriental Company had the honour of carrying as large a proportion of discontented freight as perhaps any similar society in the world. It is true that the manners quod *Ducrow* was anticipated, and, the fare once paid, the Company did its very best to soothe its passengers, and persuade them they had value for their bank-notes. It might be possible to take exception on broad national questions to the style of the cookery, but every one confessed the liberal profusion of the table, and the generous frequency with which it was spread. Light *vins ordinaires* might seem better suited to the atmosphere in which the excellent joints were often eaten, but then the planter fare recommended itself to cheerful stage when, tossed in chopping seas, you were trembling on the brink of queasiness. The ship was all cleanliness, order and neatness; its officers were friendly and courteous gentlemen, and capital seamen; the passages were made with marvellous regularity; everything in short was excellently ordered, from the gangway to the engine-room and the steward's pantry. But, admitting the general luxury of the arrangements, there are luxuries which men on stationed incomes feel that they have no right to afford themselves, and which are consequently poison to them by the conscionsness of unjustifiable extravagance. Moreover there was one common drawback in the very popularity of the Company's steamers. In the season at least they were certain to be overcrowded. We have all rebelled against the atrocious grievance of forcing more than three into a first-class railway carriage for a night journey, and the packing of three or four away in stifling cabin under a blazing sun or in a freshening breeze means actual misery. The P. and O.'s clients began, as the servants say, to look about them to see if they could not better themselves. There were foreign competing lines said to be equally comfortable in their way. It is true that that way was not our way. The tables were served at abnormal hours with eccentric viands. Coffee was served by way of a breakfast that began with olives and Bologna sausages, and the tea was execrable. Lunch dwindled to a shadow, and a dinner of disguised sorrow followed at an hour when a substantial meal, while the very fowls that cackled on the foredeck were chopped small and travestied out of knowledge in queer sauces. Evening grog was regarded as an eccentricity instead of an institution. It was impossible to establish sympathies with a society which preferred *vin ordinaire* to Bass or Guinness, even had you bribed the Gulf opened by a strange language. The officials were positively demoralized by their business was to work the ship, not to entertain the passengers, and they left your comforts to the interested morals of the jockeys. Still a good many people did not desert the flag with the orange tawny for the crimson with the black letters; for the French men carried you somewhat more cleanly, and their bank was generally less overdrawn. Then came the Italian packets on the Brindisi line, very comfortable steamers in their way, and which had the advantage of giving the intelligent Oriental a bird's-eye view of a good part of Europe, besides sparing him some days of confinement at sea.

But, with all that, the trade has hitherto been almost entirely in the hands of monopolists, the Austrian Lloyd and the Messageries Imperiales are subsidized, and at first sight it would seem that the lower fares and the underselling of all competition. But whether this view is the just one or not must depend of course on the intention with which the subsidy is given, and it is therefore understood what Ismail Pasha had to say to him, and he adds, "His Highness conversed with me for about half an hour on the state of Egypt and her relations with Turkey. For many reasons I should not be justified in repeating the purport of this conversation." This reticence is very annoying just at the time when we want to know whether the Viceroy is really going to send his ironclads to Constantinople or not. On the other hand, the graphic description of the Khedive's outward appearance is quite in keeping with the best American presidents. "Ismail Pasha is very short in stature, and his lack of inches is the more apparent from the vast breadth of his chest and shoulders. There is nothing about himself the oval face, the almond shaped eyes, the sharp, clear-cut features which seem to me the characteristics of the Arab race. Indeed, the only noteworthy features about his plain, almost ugly face are the size of his brown, bushy, stubby beard, his deep sunk eyes, undermined with wrinkles, and his broad massive forehead. Together with the peculiarly Oriental quality of dignity, he has an unmistakable Yankee air of manner which I, for my part, have never yet met with in any native born Turk." The *Telegraph's* correspondent expresses some surprise at the readiness shown by the Viceroy in admitting him to an interview. But he himself supplies the explanation in mentioning the remarkable circumstance that he was accompanied by his "friend Mr. Parkinson, of the Inland Revenue." Ismail Pasha's shrewdness finds its chief occupation in devising new ways of raising money. Hearing mention of "Inland Revenue," his Highness jumped at the conclusion that here was an opportunity for him to learn all about Mr. Lowe's famous plan of compelling the English people to pay five quarters' taxes out of four quarters' income. We trust, for the sake of the miserable fellahs, that Mr. Parkinson did not tell the Viceroy how the thing is done; for though in England the effect of this stroke of financial genius is limited to one year, his Highness might be tempted to improve on the example by screwing the five quarters' out of his subjects every year.—*Pall Mall Gazette, Dec. 31.*

BRITISH JOURNALISM.

People who are jealous for the honour of British journalism will be glad to see that one, at least, of our newspapers is determined not to be outdone by the American press, when it comes to the question of "interviewing." One of the *Daily Telegraph's* special correspondents interviewed Count Bismarck some time ago, and now another has followed suit and "interviewed" the Egyptian Prince may possibly have liked the process, for interviewing is analogous in some respects to the famous Eastern art of shampooing. The first thing done is to place the victim in a easy chair, and finally he is left prostrate and helpless, to be tickled from the crown of the head to the soles of the feet, or pounded into a jelly, according to his taste and fancy of the operator. But the correspondent is provokingly mysterious about what actually took place during the interview. He is careful to inform us that he spoke in French, and that his pronunciation is magnificent, and he makes a mere molehill of the mountain, but he soon begins to drag, and then cash weary pard drawn out into an ordinary mile. So after a week of the sincere much eating becomes a martyrdom of the flesh, and you positively loathe that very curry you once adored. Yet you are charged for a long dinner every day, when you would have infinitely preferred a plate of soup and a cutlet. Then, if your wife suffers from sea-sickness and lives by suction, you have to pay all the same for the dinners she might have eaten, for the street and she and spirits she might have drunk. It would make a material difference to a half-pay officer's balance at his agent's if, when lolling at Southampton with wife and couple of daughters after a stormy voyage, he were taxed only for what they had actually consumed even at Café Anglais prices. The system, it must be remembered, is no monopoly of the P. and O. It prevails alike in French, Austrian, and Austrian boats, and is even adopted in the best of the private merchant steamers. We only indicate it as a radical mistake, as being a sort of recognized pecquisite of the Company, just as the Danish white vest barely light always figures in your hotel bill for a franc. We think we see a formidable competition looming up that will force existing Companies to search for other sources of revenue. We welcome it in the interests of poverty and of the public, although we sincerely hope that the Peninsular and Oriental, a service of which any English heart may be proud, may hold its own in spite of it. Nor should we rejoice to see the Peninsular and Oriental altogether lose its character as a *service de luxe*, and luxury of course must be paid for. But we suspect passengers will soon have opportunities of comparing the relative cost and comfort of different ways of getting to the East, and regulating their choice by the depth of their purses, and that the Company will then lower the fares, the lower ones will be apt to carry the profits. Of the future of the Messageries there can be no fear so long as there is a generous Emperor to shield the revenues of the country with them, but it is a comfort to believe that, whoever loses by the new state of things, the public can hardly help being the gainers.

COMMERCIAL INTELLIGENCE.

HONGKONG, WEDNESDAY EVENING.

The drug market continues quiet and weak. The following are the ruling prices. New Patna, $552½, sellers cash and on time 3d dates; New Patna, 3rd sales on time, $528½ to $530 New Benares, $508½ to $510; Old Benares, $532½ to $533½; Old Patna, $545 to $547½; Malwa, $630 to $635.

In Raw Cotton sales consist of 22 bales good Bombay at $24 75 per picul, 81 bales good Bombay at $24 50 per picul, and 62 bales good Bombay at $24 35 per picul; total 165 bales. The market for piece goods continues dull, and there is nothing of importance to report.

EXCHANGE.

ON LONDON.—
Bank Bills, at 6 months' sight..4/5 to 4/51
Credits, at 6 months' sight.....4/51
Documentary Bills, at 6 months' sight.....4/51
Bank Bills on demand.....4/51

ON SHANGHAI.—
Bank, 3 days' sight.....74
Private, 30 days' sight.....74½

ON CALCUTTA.—Bank 3 days' sight 222
" BOMBAY.—Bank, 3 days' sight 222

SHARES.

Hongkong Bank Shares, Old... 27 to 28 prem.
" New... 19 prem.
H'Kong & W'poa Dock.....5 dis.
H'Kong C'loa & Macao Steam Boat Shares.....20 cash prem.
China Traders' Insurance Company's Shares.....$1,400 prem.
Hongkong Fire Insurance Company's Shares.....$185 pr. share.
Union Dock Shares.....40 dis.
Hongkong Hotel Shares.....60 to 70
Victoria Fire.....30 per cent. prem.
China Fire.....30 " prem.

SALES ON 2ND MARCH, 1870.

As reported by Chinese.

Lead, 100 piculs, at $3.50, by Parsee merchant to Hongkong merchant.

T-Cloth, 7Tbs., 1,000 pieces, at $2.52, by Hong Foong to Hongkong merchant.

Yellow Beeswax, 1,000 piculs, at $2.01, by Hong Foong to Hongkong merchant.

Yellow Beeswax, 500 piculs, at $2.05, by Hong Foong to travelling merchant.

Tin, 100 slabs, at $27.30, by Hung Foong to Canton merchant.

China Root, 20 piculs, at $20.80, by Hong Foong to travelling merchant.

Rhinoceros Horns, 5 piculs, at $2,150.00, by Hung Foong to travelling merchant.

Notices of Firms.

WE have appointed Mr. SORABJEE DOSABJEE SUBADAR as our sole authorized partner to establish our firm in Hongkong, Shanghai, and elsewhere in China.

N. KESSOWJEE & CO.

Im 403 Hongkong, 1st March, 1870.

WE have appointed Mr. MOHAMUDBHOY NAUSAR to establish our branch firm in Shanghai, and conduct the business thereat.

N. KESSOWJEE & CO.

Im 409 Hongkong, 1st March, 1870.

NOTICE.

I HAVE this day established a branch of my Firm, at Shanghai, and Mr. DORABJEE HORMUSJEE is authorized to sign the same.

D. C. TATA.

1d 410 Hongkong, 1st March, 1870.

NOTICE.

MR. HENRY REID KINNEAR is authorized to sign our firm, per procuration, from this date until further notice.

KINNEAR, LARKEN & CO.

Im 327 Foochow, 31st January, 1870.

NOTICE.

THE interest and responsibility of Mr. S. MAYERS in the firm of BONHAM, MAYERS & Co., ceased from the 20th instant.

The firm will now be conducted under the name and style of

BONHAM & HOFFLICH.

Im 288 Yokohama 24th January, 1870.

NOTICE.

WE have this day established a branch of our House at Chefoo.

The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognized Agents in charge.

RUSSELL & CO.

tf 192 China, 1st January, 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.

D. MUNRO.

tf 192 Amoy, January, 1870.

THE interest and responsibility of Mr. A. WILHAM PROBST in our Firm ceased on the 31st of Dec. 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES FRCONDES are admitted Partners therein from this date.

Mr. E. LANGREN and Mr. O. W. VOGERIED have been authorized to sign our Firm per procuration.

W. PUSTAU & CO.

6m 14 China, 1st January, 1870.

NOTICE.

MR. CESAR ERDMANN, has been duly authorized to sign our firm, per Procuration, from this date.

LANDSTEIN & CO.

tf 15 Hongkong, 1st January, 1870.

NOTICE.

MR. JOHN FALCONER ROSE has been duly authorized to sign our firm, per procuration, from this date until further notice.

RUSSELL & CO.

tf 3 Hongkong, 1st January, 1870.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & CO.

tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. W. SCOTT FITZ is this day admitted a partner in our firm. Mr. R. S. DATA retires, his interest ceasing on the 31st December last.

RUSSELL & CO.

tf 68 China, 1st January, 1870.

NOTICE.

MR. H. H. WARDEN is admitted a partner in our firm from this date.

RUSSELL & CO.

tf 2311 China, 1st December, 1869.

MR. FRITZ HAPP has been duly authorized to sign our firm, per procuration, from this date.

F. BLACKHEAD & CO.

tf 1166 Hongkong, 11th June, 1869.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.

C. LANGDON DAVIES.

tf 1243 Hongkong, 1st July, 1868.

Vessels on the Berth.

FOR SINGAPORE, PENANG, GALLE, AND BOMBAY.

THE Steamship

"NADA,"

Capt. Winckler, will have quick dispatch for the above Ports.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.

tf 421 Hongkong, 2nd March, 1870.

FOR SHANGHAI.

THE Steamer

"VENUS,"

will have dispatch for the above port.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

tf 401 Hongkong, 28th February, 1870.

FOR SYDNEY,
To follow the "Esk."

THE North German barque

"ANDREAS,"

Capt. Peters, will have quick dispatch for the above port.

For Freight or Passage, apply to
RUSSELL & Co.

tf 428 Hongkong, 2nd March, 1870.

FOR SAN FRANCISCO.
To follow the "Panther."

THE British ship

"HENRY REED,"

Captain Meares, will have quick despatch for the above port.

For Freight or Passage, apply to
RUSSELL & Co.

tf 429 Hongkong, 2nd March, 1870.

COMMERCIAL INTELLIGENCE.

HONGKONG, WEDNESDAY EVENING.

The drug market continues quiet and weak. The following are the ruling prices. New Patna, $552½, sellers cash and on time 3d dates; New Patna, 3rd sales on time, $528½ to $530 New Benares, $508½ to $510; Old Benares, $532½ to $533½; Old Patna, $545 to $547½; Malwa, $630 to $635.

In Raw C

THE OVERLAND ROUTE.

Saturday Review.

Piercing the Isthmus of Suez is likely to give birth to a good many hopes and fears which time no doubt will justify. It will precipitate, if it does not provoke, modifications amounting to a revolution in the Oriental passenger trade. Indians and Australians have long grumbled with great reason, that competition did so little for a deserving class of travellers who were generally by no means burdened with money. There was a choice of routes, it is true; but even men whose services were paid by time, not by the piece, were loth to let the monotony of a long sea voyage cut into their coffers out of their modest store. Better about snipes or tigers in Indian swamps and jungles than bilt books for sharks or gulls on the deck of Cape steamers and clippers. So the Peninsular and Oriental Company had the honour of carrying as large a proportion of dissatisfied freight as perhaps any similar society in the world. It is true that the *moments quest d'heure* was anticipated, and the fare once paid, the Company did its very best to soothe its passengers, and persuade them they had value for their hard-earned. It might be possible to take exception on broad national grounds to the style of the cookery, but everyone confessed the liberal profusion of the table, and the generous frequency with which it was spread. Light *collons* might seem better suited to the atmosphere in which the excellent joints were often eaten, but then the plainer fare recommended itself in that delicate stage when, tossed in stopping seas, you were trembling on the brink of sepicaimness. The ship was all cleanliness, order and neatness; its officers were friendly and courteous gentlemen, and capital seamen; the passages were made with marvellous regularity; everything in short was excellently ordered, from the gangway to the engine-room and the steward's pantry. But, admitting the general luxury of the arrangements, there are luxuries which men on straitened incomes feel that they have no right to afford themselves, and which are consequently poison to them by the consciousness of unjustifiable extravagance. Moreover there was one common drawback in the very popularity of the Company's steamers. In the season at least they were certain to be overcrowded. We have all rebelled against the atrocious grievance of forcing more than three into a first-class railway carriage for a night journey, and the packing of three or four away in sitting cabin under a blazing sun or in a freshening breeze means actual misery. The P. and O.'s clients began, as the servants say, to look about them to see if they could not better themselves. There were foreign competing lines said to be equally comfortable in their way. It is true that that way was not our way. The tables were served at abnormal hours with eccentric results. Coffee was hard to come by at a breakfast that included soup with olives and Bologna sausages, and the tea was execrable. Lunch dwindled to a shadow, and a dinner of disguised scraps took place the fragments of some former feast, while the very fowls that cackled on the foredeck were chopped small and traversed out of knowledge in queer sauces. Evening grog was regarded as an eccentricity instead of an institution. It was impossible to establish sympathies with a society which preferred sir and monsieur to Bass or Guinness, crenelated pot-bruleed the gulf opened by a strange language. The officers were negatively demonstrative that their business was to work the ship, not to entertain the passengers, and they left your comforts to the interested mercies of the stewards. Still a good many people came to desert the flag with the orange tawny for the crimson with the black letters; for the French lines carried you somewhat more cheaply, and their boats were generally less crowded. Then came the Italian packets on the Brindisi line, very comfortable steamers in their way, and which had the advantage of giving the intelligent Oriental a bird's-eye view of a good part of Europe, besides sparing him some days of confinement at sea.

But, with all that, the trade has hitherto been almost entirely in the hands of representative Companies with a semi-official character. They have traded on a great name, and, like a fashionable tailor or gun-maker, have consented it in their charges. The only difference is that a man need not go to Poole for his coat or to Westley Richards for his breech-loader unless he pleases, while Indian officers and Australian squatters were in a manner shut up to travelling with the great Companies. The Peninsular and Oriental Steam and Messageries Imperiales are subsidized, and at first sight a subsidy ought to imply lower fares and the underselling of all competition. But whether this view is the just one or not must depend of course on the intention with which the subsidy is given, as well as on its amount. With the P. and O. it is simply the price of the bargain by which the Company undertakes to carry the mails at the certain rate, and deliver them at certain times and within a certain time. The Company say it puts no money in their pocket, and gives them nothing but prestige, and very likely they are right. They have to lay up coal in order to keep their engagements, when a merchant steamer would economize it and shorten speed. They have to send their empty steamers down the Red Sea at a time when no one who can possibly help it will expose himself to the hot bath from the deck. Thus Government has in reason no reduction of fare. On the contrary, the well-earned prestige of rapidity and regularity of service entitles the Company to consider it in the bill, and a poor man with a large family would willingly compound for a day of two longer at a less cheaper tickets. With the French Company it is somewhat different, and very much subsidy is really a gratuity for which to a great extent they make only interest returns. Beyond the bottoms they are actually more free from the control of their masters than the French merchant, they keep up a highly creditable mercantile fleet, and regular communications between France and the chief ports of the world. But the chief part of the Government help "gets lodged," as Mr. Biglow puts it, before it goes so low as the passengers. The Company pays a handsome dividend to its shareholders, but its fares are not very much less than those of its English rivals. Considering the preference which people so very English, or rather so very little foreign, as our Indian and colonial relatives give to English ships, one may say that practically, so far as we are concerned, the two Companies have hitherto amicably shared the monopoly of the trade, although the French shareholders have been much better off than the English ones.

England, to parody Mr. Disraeli, does not love monopolies, and there is nothing Englishmen hate more than paying a fancy price for an article of every-day necessity. No one can reproach the shareholders of the the P. and O. with being grasping; it was but the other day they had to go without any dividend at all. But experience already demonstrates that it is possible to undersell them, and yet give a very comfortable service. Economy rather than comfort, not to say luxury, is the primary desideratum with a large number of passengers. It is clear then that, if good and cheap steamers are supplied, people will flock to them; and if people flock to them, good and cheap steamers will be multiplied. Englishmen are not generally backward in supplying a want of this sort, but under old conditions it was natural that they should hesitate in entering on a formidable rivalry. When goods to the East went round the Cape, anything like a regular passenger service to Alexandria must have depended mainly on passengers for its profits. Now, if private houses send out cargo by the "overland" route, there is no reason why they should not feel their way in the other direction without seriously compromising themselves. Their business may be small at first, but they can afford very well to wait for its growing. Already all the finer steamers that leave the Mersey and the Thames are provided with limited cabin accommodation. With one or two exceptions, in the cases of Liverpool Companies, very few people avail themselves of it, because, in the first place, the way is dropping a few tons of cargo here, picking up a few tons there, make voyages painfully reminding you of the passage of Ulysses; in the second, because, as passengers are not seriously expected, their comforts are not provided for. The cookery is coarse, the steward out at elbows, the captain by no means the man you care to travel *en bel-ami* with, which is generally your fate. But advertise one of those magnificent new Mersey steamers as sailing direct for Port Said and the East; her power and seagoing qualities would leave nothing to desire, and if the owners professed to lay themselves out to court passengers, doubtless they would find enough of them to test the value of the profession. It would remedy by their own fault what they had not suspected. We think it pretty certain that were the P. and O. fleet to be swept from the sea, but we do not see any cause to fear such a misfortune. But we do believe that in their own interests, they must lower their charges and retrench their expenditure. Already they have gone to work in the latter way as well as the Messageries Impériales. With one and the other paddle steamers now are rare, as formerly they were common, for screws involve a great economy of fuel, and coal costs money in the Indian seas. But this is a reform that more than almost any other leans hard on comfort loving passengers, and passengers have at least a right to claim to divide the saving. Then, nominally, it will be practicable to deliver coal comparatively reasonably at Suez and Aden, whence it can be carried across the Isthmus at a nominal charge of 2s. per ton, or an actual one of about 4s., as colliers are being built now. Private steamers from England to India will regulate their charges by that fact and the consequent estimate, and those of the Companies must inevitably follow suit. Then we do think that the P. and O. might retrench with advantage in their table, giving the benefit of the retrenchment to their passengers, and that it would be fairer, moreover, were they to make the charge for it in a different form. At present the charge made covers the rent, not only of the table but of the cellar, and is doubtless arranged so that the Commissariat shall be no loser in the worst event—in the event, that is to say, of the best weather, when all the world is punctual at every meal. Sea air is a marvellous tonic and appetizer, and in the first day or two, when you take refuge from ennui at the plentiful board, you feel you would not spare a dish from it. But you are like a man sedduced to scale Mont Blanc after ten months' training in London smoke. Up to about the fall of the Pilerins his action is magnificent, and he makes a mere molehill of the mountain, but he soon begins to drag, and then each weary yard draws out into an ordinary mile. So after a week of the steamer much eating becomes a weariness of the flesh, and you positively loathe that very curry you once adored. Yet you are charged for a long dinner every day, when you would have infinitely preferred a plate of soup and a cutlet. Then, if your wife suffers from sea-sickness and lives by suction, you have to pay all the same for the dinners she might have eaten, for the stout and ale and spirits she might have drunk. It would make a material difference to a half-pay officer's balance at his agent's if, when landing at Southampton with wife and couple of daughters after a stormy voyage, he were taxed only for what they had actually consumed even at Cafè Anglais prices. The system, it must be remembered, is no monopoly of the P. and O. It prevails alike in French, Indian, and Austrian boats, and is even adopted in the best of the private merchant steamers. We only indicate it as a radical mistake, as being a sort of recognized perquisite of the Companies, just as the candle which you barely light always figures in your hotel bill for a franc. We think we see a formidable competition looming up that will force existing Companies to search out reforms for themselves. We welcome it in the interests of poverty and of the public, although we sincerely hope that the Peninsular and Oriental, a service of which any Englishman may reasonably be proud, may hold its own in spite of it. Nor should we rejoice to see the character as a *service de luxe*, and luxury of course must be paid for. But we suspect passengers will soon have opportunities of comparing the relative cost and comfort of different ways of getting to the East, and regulating their choice by the depth of their purses; and if there is too wide a margin between the fares, the lower ones will be apt to carry the profit. Of the future of the Messageries there can be no fear so long as there is a generous Emperor to share the revenues of the country with them, but it is a comfort to believe that, whoever loses by the new state of things, the public can hardly help being the gainer.

COMMERCIAL INTELLIGENCE.

HONGKONG, WEDNESDAY EVENING.

The drug market continues quiet and weak. The following are the ruling prices. New Patna, $535½, sellers cash and on time 2nd sales; New Patna, 3rd sales on time, $528½ to $530; New Benares, $502½ to $510; Old Benares, $532½ to $533½; Old Patna, $545 to $547½; Malwa, $630 to $635.

In Raw Cotton sales consist of 22 bales good Bombay at $24.75 per picul, 81 bales good Bombay at $24.50 per picul, and 62 bales good Bombay at $24.25 per picul; total 165 bales. The market for piece goods continues dull, and there is nothing of importance to report.

EXCHANGE.

ON LONDON.—
Bank Bills, at 6 months' sight, 4/5 to 4/5½
Credits, at 6 months' sight,..... 4/5½
Documentary Bills, at 6 months' sight,..... 4/5½
Bank Bills on demand,..... 4/6½

ON SHANGHAI.—
Bank, 3 days' sight,..... 74
Private, 30 days' sight,..... 74½

ON CALCUTTA.—Bank, 3 days' sight 222
" BOMBAY.—Bank, 3 days' sight 222

SHARES.

Hongkong Bank Shares, Old... 27 to 28 prem.
" New... 19 prem.
H'kong & W'poa Dock,..... 5 dis.
H'kong C'ton & Macao Steam Boat Shares,..... 20 cash prem.
China Traders' Insurance Company's Shares,..... $1,600 prem.
Hongkong Fire Insurance Company's Shares,..... $185 pr. per's.
Union Dock Shares,..... 40 dis.
Hongkong Hotel Shares,..... 60 to 70
Victoria Rickshaw Company,..... 10 per cent. prem.
China Fire,..... 30 " prem.

SALES ON 2ND MARCH, 1870.

As reported by Chinese.

Lead, 100 pigs, at $6.40, by Parsee merchant to Hongkong merchant.

T-Cloth, Tibs., 1,000 pieces, at $2.52, by Hung Foong to Hongkong merchant.

Yellow Beans, 1,600 piculs, at $2.61, by Hung Foong to Hongkong merchant.

Yellow Beans, 500 piculs, at $2.65, by Hung Foong to travelling merchant.

Tin, 100 slabs, at $27.00, by Hung Foong to Canton merchant.

China Root, 20 piculs, at $23.80, by Hung Foong to travelling merchant.

Rhinoceros Horns, 5 piculs, at $2,150.00, by Hung Foong to travelling merchant.

Notices of Firms.

WE have appointed MR. SORABJEE DOSSABHOY SUBADAR as our sole authorized partner to establish our Firm in Hongkong, Shanghai, and elsewhere in China.

Jm 408 Hongkong, 1st March, 1870.

WE have appointed MR. MOHAMMOOD NEUSEY to establish our branch Firm in Shanghai, and conduct the business thereof.

N. KESSOWJEE & Co.

Jm 409 Hongkong, 1st March, 1870.

NOTICE.

I HAVE this day established a branch of my Firm, at Shanghai, and Mr. DORABJEE BURJORJEE is authorized to sign the same.

D. C. TATA.

14d 410 Hongkong, 1st March, 1870.

NOTICE.

MR. HENRY REID KINNEAR is authorized to sign our firm, per procuration, from this date until further notice.

KINSBA, BARKER & Co.

Im 327 Foochow, 31st January, 1870.

NOTICE.

THE interest and responsibility of Mr. S. H. MAYERS in the firm of BÖSSHART, MAYERS & Co., ceased from the 20th instant.

The firm will now be conducted under the name and style of

BONHAM & HOEFLICH.

Im 283 Yokohama, 24th January, 1870.

WE have this day established a branch of our House at Hankow.

The business in America in Tientsin, Kinkiang and Ningpo, will hereafter be conducted in the name of our firm by our recognized Agents in charge.

RUSSELL & Co.

tf 182 China, 1st January, 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.

D. MURNO.

tf 102 Amoy, January, 1870.

THE interest and responsibility of Mr. WILLIAM PROBST in our Firm ceased on the 31st of Dec., 1869, and Mr. OTTO CHRISTIAN BEHR and Mr. ALFRED F. CORNES are admitted Partners therein from this date.

MR. F. LANGRES and MR. G. W. STOPFORD have been authorized to sign our Firm per procuration.

W. PUSTAU & Co.

3m 14 China, 1st January, 1870.

NOTICE.

MR. CESAR BEDMANN, has been duly authorized to sign our firm, per Procuration, from this date.

LANDSTEIN & Co.

tf 15 Hongkong, 1st January, 1870.

NOTICE.

MR. JOHN PALCONER ROSE has been duly authorized to sign our firm, per procuration, from this date until further notice.

H. G. ROBERTSON & Co.

6m 103 Foochow, 1st January, 1870.

MR. THOMAS B. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & Co.

tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. W. SCOTT FITZ is this day admitted a partner in our firm. Mr. R. S. DASS retires, his interest ceasing on the 31st December last.

RUSSELL & Co.

tf 93 China, 1st January, 1870.

NOTICE.

MR. H. H. WARDEN is admitted a partner in our firm from this date.

RUSSELL & Co.

tf 2311 China, 1st December, 1869

MR. FRITZ RAPP has been duly authorized to sign our firm, per procuration, from this date.

F. BLACKHEAD & Co.

tf 1166 Hongkong, 11th June, 1869.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.

C. LANGDON DAVIES.

tf 1243 Hongkong, 1st July, 1868.

Vessels on the Berth.

FOR SINGAPORE, PENANG, GALLE, AND BOMBAY.

THE Steamship

"NADA,"

Capt. Winckler, will have quick dispatch for the above Ports.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.

tf 421 Hongkong, 2nd March, 1870.

FOR SHANGHAI.

THE Steamer

"VENUS,"

will have dispatch for the above port.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

tf 401 Hongkong, 28th February, 1870.

FOR SYDNEY,

To follow the "Eek."

THE North German barque

"ANDREAS,"

Capt. Peters, will have quick dispatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

tf 428 Hongkong, 2nd March, 1870.

FOR SAN FRANCISCO.

To follow the "Panther."

THE British ship

"HENRY REED,"

Captain Macren, will have quick despatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

tf 429 Hongkong, 2nd March, 1870.

Vessels on the Berth.

STEAM TO SWATOW, AMOY, AND FOOCHOW.

THE P. & O. S. N. Co.'s steamship

"FORMOSA"

will have quick despatch for the above places.

W. MACAULAY, *Superintendent.*

P. & O. S. N. Co.'s Office,

Hongkong, 2nd March, 1870. [tf 419

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO,"

Capt. Ashton, will have immediate dispatch for the above ports.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

tf 418 Hongkong, 1st March, 1870.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

THE Company's steamer

"DUPLEIX,"

Capt Rousseau, S.E.M.N., will be dispatched for YOKOHAMA (*direct*), shortly after the arrival of the next French Mail.

C. BERTRAND,
Principal Agent.

tf 420 Hongkong, 2nd March, 1870.

FOR MANILA.

THE Spanish Steamship

"MANILA,"

will leave this for the above port shortly after the arrival of the French Mail from Europe.

For Freight or Passage, apply to

LANDSTEIN & Co.

tf 404 Hongkong, 1st March, 1870.

FOR MANILA.

THE Spanish barque

"SANTA ANA,"

Captain Gavilo, will have immediate dispatch for the above port.

For Freight and Passage, apply to

BRANDAO & Co.

tf 411 Hongkong, 1st March, 1870.

FOR MARSEILLES AND PARIS, *via the* SUEZ CANAL.

THE *A* 1 French barque

"PARIS PORT DE MER,"

Capt. G. Franc, having the great portion of her cargo on board, will meet with quick despatch as above.

For Freight or Passage, apply to

LANDSTEIN & Co.

tf 307 Hongkong, 28th February, 1870.

FOR SINGAPORE AND BOMBAY.

THE *A* 1 British barque

"SOPHIE,"

Green, Master, will meet with quick dispatch.

For Cabin, Freight or Passage, apply to

BORJAN, ROBERNER & Co.

tf 382 Hongkong, 26th February, 1870.

FOR YOKOHAMA, *direct.*

THE French Barque

"VILLE DE GRENADE,"

Captain Carrique, will have quick dispatch for the above port.

For Freight or Passage, apply to

LANDSTEIN & Co.

tf 383 Hongkong, 26th February, 1870.

FOR MANILA.

THE *A* 1 Spanish Brig

"SAN LORENZO,"

will meet with quick dispatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 376 Hongkong, 24th February, 1870.

FOR PORTLAND, OREGON.

THE North German Bargue

"HERTHA,"

will have dispatch for the above port.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

Im 355 Hongkong, 22nd February, 1870.

FOR SAN FRANCISCO.

THE American ship

"PANTHER,"

Captain Kilton, will have quick dispatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

tf 309 Hongkong, 14th February, 1870.

FOR PORTLAND, OREGON.

THE North German ship

"HERMANN DOCTOR,"

Grove, Master, will have quick dispatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

tf 310 Hongkong, 14th February, 1870.

FOR SAN FRANCISCO.

THE Ship

"MALAY,"

will have quick dispatch for the above port.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

34d 292 Hongkong, 10th February, 1870.

FOR SAN FRANCISCO.

THE American ship

"WITCH OF THE WAVE,"

Captain Batchelder, will have quick dispatch for the above port.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

tf 218 Hongkong, 2nd February, 1870.

FOR SAN FRANCISCO.

THE good British ship

"WM. WILSON,"

Captain Welburn, of 848 Tons Register, will have quick dispatch for the above port.

For Freight or Passage, apply to

CARLOWITZ & Co.

tf 197 Hongkong, 29th January, 1870.

FOR PORTLAND, OREGON.

THE 4-masted Barque

"HATTIE C. BESSE,"

Captain Besse, will have quick dispatch for the above port.

For Freight or Cabin passage, apply to

RUSSELL & Co.

tf 137 Hongkong, 22nd January, 1870.

FOR SINGAPORE AND BOMBAY.

THE British barque

"SOPHIE,"

Capt. Green, will be dispatched for the above Ports.

For Freight, apply to

SOMMERHOF VISRAM.

tf 129 Hongkong, 21st January, 1870.

FOR MELBOURNE AND SYDNEY.

THE well-known *A* 1 clipper-ship

"CHELSEA,"

Capt. Jamieson, having the greater portion of her cargo engaged, will have immediate dispatch for the above ports.

For Freight or Passage, apply to

ROZARIO & Co.

tf 82 Hongkong, 13th January, 1870.

FOR SAN FRANCISCO.

THE *A* 1 British ship

"NIAGARA,"

Capt. Fry, will have quick dispatch as above.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

tf 104 Hongkong, 17th January, 1870

FOR SYDNEY.

THE British barque

"ESK,"

Capt. Nobles, will have quick dispatch for the above port.

For Freight, apply to

RUSSELL & Co.

tf 76 Hongkong, 4th January, 1870.

FOR FREIGHT OR CHARTER.

THE *A* 1 American ship

"CHARGER,"

Captain Lester, of 1,169 Tons Register. Apply to

OLYPHANT & Co.

tf 422 Hongkong, 2nd March, 1870.

FOR FREIGHT OR CHARTER.

THE *A* 1 American barque

"PENANG,"

Captain White, of 583 Tons register.

Apply to

OLYPHANT & Co.

tf 415 Hongkong, 1st March, 1870.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
MARSEILLES AND PARIS	Paris Port de Mer	G. Franco	Hongkong	Landstein & Co.	Quick dispatch.
SAN FRANCISCO	Niagara	Fry	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Welburn	Wm. Wilson	Hongkong	Carlowitz & Co.	Quick dispatch.
Do.	Witch of the Wave	Batchelder	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Haley		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Panther	Kilton	Hongkong	Russell & Co.	Quick dispatch.
Do.	Maurea	Henry Reed	Hongkong	Russell & Co.	Quick dispatch.
SYDNEY	Peters	Andreas	Hongkong	Russell & Co.	Quick dispatch.
Do.	Nobles	Esk	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Jamieson	Chelsea	Hongkong	Rozario & Co.	Quick dispatch.
S'PORE, P'NG, G'LE, & B'BAY	Winckler	Nada (str.)	Hongkong	David Sassoon, Sons & Co.	Quick dispatch.
SINGAPORE AND BOMBAY	Sophie	Green	Hongkong	Sommerhof Visram	Quick dispatch.
Do. Do.	Sophie	Green	Hongkong	Bourjan, Hubener & Co.	Quick dispatch.
PORTLAND, OREGON	Hattie C. Besse	Besse	Hongkong	Russell & Co.	Quick dispatch.
Do. Do.	Hermann Doctor	Grave	Hongkong	Russell & Co.	Quick dispatch.
Do. Do.	Hertha		Hongkong	Augustine Heard & Co.	Quick dispatch.
MANILA	Manila (str.)		Hongkong	Landstein & Co.	Quick dispatch.
Do.	Santa Ana	Gavilo	Hongkong	Brandao & Co.	Quick dispatch.
Do.	San Lorenzo		Hongkong	Remedios & Co.	Quick dispatch.
SAIGON AND SINGAPORE	Orloff (str.)		Hongkong	Augustine Heard & Co.	On the 5th inst., at 4 P.M.
YOKOHAMA	Duplex (str.)	Rousseau	R.M.M.	Messageries Imperiales	Quick dispatch.
Do.	Ville de Grenade	Carrique	Hongkong	Landstein & Co.	Quick dispatch.
SHANGHAI	Venus (str.)		Hongkong	Augustine Heard & Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	Quick dispatch.
Do. Do. Do.	Formosa (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.

For Sale.

SAYLE & CO.,
VICTORIA EXCHANGE,
LINEN DRAPERS, SILK MERCERS,
TAILORS, HABERDASHERS,
OUTFITTERS, &c., &c.

Would call attention to their undermentioned Departments, which are now unusually well assorted with their new designs for the Spring Trade:—

CLOTHS and TAILORING DEPARTMENT.
BLACK AND BLUE BROAD CLOTHS AND DOESKINS.
NAVAL AND MILITARY CLOTHS.
FANCY DOESKINS, TWEEDS.
6/4 COATINGS.

And a large Assortment of the newest designs in suit lengths only.

PLAIN AND FANCY FLANNELS.
WHITE DRILLS & MARSELLA.
FANCY AND PLAIN COLORED DUCKS.
WHITE AND COLORED DUCKS.
QUILTINGS AND VESCSINTS.

The Cutting Department under the superintendence of practical West End CUTTERS.

HOSIERY.
GENTLEMEN'S COTTON, LISLE, & SILK SOCKS,
in every size.
LINEN COLLARS,
in all the newest shapes.
WHITE AND COLORED PAPER COLLARS.
GENTLEMEN'S INDIA GAUZE, MERINO, SILK & WOOL, & SILK UNDER VESTS.
LONG CLOTH AND CRIMEAN SHIRTS.
A large Assortment of PAJAMAS.
SILK & CAMBRIC HANDKERCHIEFS.
SCARVES AND TIES,
of the newest designs.
HATS.
GENTLEMEN'S BLACK PARIS DRAB, BEAVER, AND FELT HATS.
BLACK AND DRAB STIFF AND SOFT FELTS.
NAVY AND SCOTCH CAPS.
STRAW HATS.
WALKING STICKS AND UMBRELLAS.
DAMASK TABLE CLOTHS & NAPKINS,
in all sizes.
8/4 and 10/4 DAMASK, by the Yard.
WHITE & BROWN TURKISH TOWELS AND BATH SHEETS.
LINEN AND COTTON SHEETINGS.
QUILTS AND COUNTERPANES.
MUSLIN AND LACE CURTAINS.
WORSTED DAMASKS AND REPS.
VICTORIA LEAD, PRINTED AND EMBROIDERED TABLE COVERS.
BLANKETS, MOSQUITO NETS.
MATS AND MATTINGS.
OIL CLOTH.
LEATHERS AND FLOOR CLOTHS.

BRANCH ESTABLISHMENT,
CORNER OF NANKIN AND SZECHUEN ROADS, SHANGHAI.

Ex "Overland Mail" and S S. "Nestor."

For Sale.

FOR SALE.

ALEXANDRE BOYER,
HAS received a large Assortment of SILKS, Plain and Colored.
BLACK AND COLORED VELVETS,
Ladies' White Satin and Black Kid BOOTS.
Gentlemen's French BOOTS.
French FLOWERS.
HATS AND BONNETS:
BABY'S CAPS.
SILK VELVET JACKETS.
KID GLOVES.
BLACK COLORED MERINOS.
STOCKINGS.
LOWE'S.
HIGH GREY FELT HATS.
BLANKETS.
VELOCIPEDES.
FRENCH BOOKS.
PORTUGUESE CHURCH SERVICES.
DRESS-MAKING.
PERFUMERY.
83, *Queen's Road*,
late
BOWRA & CO.'S PREMISES.

tf 2268 Hongkong, 22nd February, 1870.

FOR SALE,

A CARGO of Oregon LUMBER, now landing, ex ship *H. A. Palmer*, consisting of Square TIMBER, and 1 inch to 4 inch PLANK.

For sale in lots to suit purchasers, either from ship's side or from the Yard. Apply to

BORJAN, ROBERNER & Co.

Im 386 Hongkong, 26th February, 1870.

FOR SALE.

DOMECQ'S SHERRY, bottled by Henry Ritchie, in 1 and 2 dozen cases, and in Octaves and Quarter casks.

Palacio & Co., of Xeres,
DRY AMONTILLADO SHERRY.

Blanchy and Carenne's
CLARET and COGNAC.
Apply to
A. G. HOGG & Co.

tf 214 Hongkong, 26th February, 1869.

FOR SALE.

FOUR large North China PONIES, quiet in saddle and single and double Harness; also one large PONY, quiet in lady. To be seen at Stables corner of *Aberdeen Street* and *Hollywood Road.*

tf 196 Hongkong, 29th January, 1870.

FOR SALE.

ALL descriptions of ACCOUNT BOOKS, of English manufacture.

Prices Moderate.

NORONHA & SONS.

tf 895 Hongkong, 5th May, 1869.

FOR SALE.

200 CASKS best Portland CEMENT.
Apply to
EDUARD SCHELLHASS & Co.

tf 2239 Hongkong, 26th November, 1869.

FOR SALE.

WIRE ROPE, in the sizes, 14 to 4 inches.
Apply to
EDUARD SCHELLHASS & Co.

tf 1972 Hongkong, 18th October, 1869.

FOR SALE.

39 LOGS Camphor WOOD, Ships' TIMBERS.
11 Ships' HOOPS, Hard and Camphor WOOD.
50 detached Ships' KNEES.
24 single do.
Camphor WOOD.
RAYNAL & Co.

tf 2282 Hongkong, 3rd December, 1869.

FOR SALE.

1500 TONS best Lump Anthracite COAL, from Pictou Mine, per *Witch of the Wave.* Apply to
RUSSELL & Co.

tf 74 Hongkong, 12th January, 1870.

FOR SALE.

FRESH CALIFORNIA HAY and OATS.
RUSSELL & Co.

tf 1610 Hongkong, 23rd August, 1869.

FOR SALE.

CHEDDAR CHEESE, in Cases.
Hennessy's BRANDY in Cases.
Guinness's STOUT, in Pints and Quarts.
Bass's PALE ALE, in Pints and Quarts.
CHAMPAGNE ALE.
GUEDES & Co.

tf 90 Hongkong, 14th January, 1870.

SELLING OFF! SELLING OFF!
RETIRING FROM BUSINESS.
MUST BE CLOSED ON 1ST MARCH, 1870.

A. TILLMANN begs respectfully to inform his friends and the Public of Hongkong, that he is selling off his valuable Stock of Clothing, Fancy Goods, Jewellery, Watches, Chains, Perfumery, and other Articles at Invoice prices, in consequence of his retiring from business. The above stock comprises a fine assortment of new goods, ex late arrivals, also a superior stock of Japanese Ware.

All outstanding accounts must be paid, and all claims collected, before the above date.

Nos. 96 and 98, Bonner European,
Queen's Road Central, Hongkong.

tf 1530 Hongkong, 18th August, 1869.

SEAMEN'S HOSPITAL, HONGKONG.

PROTECTOR—
The Colonial Secretary.
The Honourable W. Keswick, Esq.,
Oro. Hazed, Esq.
The Superintendent of the P. & O. S. N. Company, (ex officio),
W. Stanley Adams, M.D., *Resident Surgeon.*
Mr. Young, *House Surgeon.*
H. P. Austin, Esq., *Hon. Treasurer.*

TERMS OF ADMISSION—
1st Class (Private Room), per day, $3.00
2nd " (2 Beds in one Room),..... " " $2.00
3rd " (Public Wards),..... " $1.00

These charges are inclusive of all Medicines and Attendance, but exclusive of Wines or Articles not in the recognised Dietary Table.

All orders for Admission to Hospital must be countersigned by some responsible Person or Persons resident in the Colony.

(Patients are not admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended.

1st Class,..... $60.
2nd " ..... $40.
3rd " ..... $20.)

By order,
H. P. AUSTIN,
Treasurer.

6m 1314 Hongkong, 25th October, 1869.

Intimations.

QUICK TIME AND CHEAP FARES!
FROM
CHINA AND JAPAN
TO
NEW YORK AND LIVERPOOL!

THE GREAT OVERLAND ROUTE
VIA
CENTRAL PACIFIC RAILROAD,

Is now in complete running order from SAN FRANCISCO TO THE "ATLANTIC SEA BOARD."

THROUGH EXPRESS TRAINS
LEAVE SAN FRANCISCO DAILY!

Making prompt connections with the several Railway lines in the Eastern States for all the Cities of the UNITED STATES and CANADAS, and connecting at

NEW YORK
With the several Steamer Lines to
ENGLAND, FRANCE,
AND ALL EUROPEAN PORTS.

THROUGH TIME GOING EAST. From San Francisco to Omaha, 4 days and 7 hours; to Chicago, 5 days and 7 hours; to New York, Seven Days!

THROUGH FIRST-CLASS FARE REDUCED. From San Francisco to Omaha, $83.25; to St. Louis, $97.50; Chicago, $97.50; to New York, $112.50; to Boston, $114.75.

SECOND-CLASS TICKETS leave San Francisco daily. Fare to Omaha, $45.00; St. Louis, $45.00; Chicago, $45.00; New York, $50.00.

CHILDREN under Twelve (12) years of age, Half Fare; under Five (5) years of age, FREE.

100 POUNDS OF BAGGAGE (per adult passenger) FREE. 50 POUNDS OF BAGGAGE (per child between 5 and 12 years of age, FREE.

EXTRA BAGGAGE (over 100 pounds) between Sacramento and Omaha (Currency) $15 per 100 pounds.

SILVER PALACE SLEEPING COACHES, SECOND TO NONE IN THE WORLD!

Are Run Daily, from SAN FRANCISCO TO NEW YORK and intermediate points. These DRAWING ROOM CARS by day, and SLEEPING CARS by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all necessary accommodations pertaining to a well furnished chamber, with Comfortable Couches, Clean Bedding, &c. A competent Porter accompanies each Car to attend to the wants of our patrons.

THROUGH TICKET OFFICE:
415, CALIFORNIA STREET,
SAN FRANCISCO.

THROUGH FREIGHTS from SAN FRANCISCO to NEW YORK and other Eastern Cities, contracted through at low rates.

MARK GOODS "CARE O. P. R. R."

A. N. TOWNE,
General Superintendent.

T. H. GOODMAN,
General Passenger Agent.
September, 1869. [1914

NOTICE.

TRANSGRESSION of the law, it is thought, is frequently committed from ignorance, and the regulations of the law must therefore be made public before they can be known. The undersigned having obtained the sole privilege of manufacturing and selling prepared opium, they fear that many merchants and traders, distant and local, purely from ignorance, may infringe the British law, and thereby lose their money, in addition to heavy fines that may be imposed upon them. This is a source of great anxiety to the undersigned, and for the general information of the public, they now set forth two sections of Ordinance No. 1 of 1858, relating to prepared opium. They are as follows:—

VII.—It shall be the duty of every person selling or retailing prepared opium under this Ordinance to deliver therewith a sealed certificate specifying the amount sold, which certificate shall be evidence of the facts therein stated, and such sale shall be referable.

VIII.—No person shall bring into this colony, or the waters thereof, or (except in cases to which section VII. applies) have in his possession or custody within the same any prepared opium.

Action will be taken against any person infringing the above sections for severe punishment, and no relaxation will be shown.

YAN WO & Co.,
Opium Farmers

3m 333 Hongkong, 18th February, 1870.

FOR SALE,

(Under power contained in the Mortgage Deed).

A LL those valuable Premises situate in Hongkong, abutting on *Queen's Road* on the South, and partly on the *Praya* on the North, formerly occupied by Messrs. SMITH, KENNEDY & Co., and now in the occupation of Messrs. E. SCHELLHASS & Co. The Premises are built on Marine Lot No. 101, and are held under Lease from the Crown for 999 years, subject to a Crown rent of £30 per annum. The Premises are spacious and airy, and the ground comprises an area of 14,400 square feet.

Also,

Those valuable Premises adjoining the above on its Western boundary, formerly in the occupation of the Asiatic Bank, and now in the occupation of Messrs. HESSE & Co. These Premises are built on Inland Lot No. 514, and are likewise held under a Crown Lease for 999 years, subject to a Crown rent of £24 10s. per annum, and the Lot contains an area of 6,750 square feet.

The above valuable Property will be sold by Public Auction in Hongkong on some early day (of which due notice will be given), unless previously disposed of by private contract.

For further particulars, apply to

MESSRS. GILMAN & Co.,
OR,
HENRY C. CALDWELL, Esq.,
Solicitor.

tf 58 Hongkong, 1st January, 1870.

THE ORIENTAL HOTEL.

NO. 4, WELLINGTON STREET
POSSESSES
THE "ONLY" BOWLING ALLEYS
IN
HONGKONG.

By special appointment to
H.R.H. THE DUKE OF EDINBURGH.

THEY are compliee in all respects for the convenience and comfort of professional and amateur players, as well as for the accommodation of the public they now set forth two sections of Ordinance 1858 relating to prepared opium. They are as follows:—

The Proprietor begs also to state that he has three of the finest

AMERICAN BILLIARD TABLES

ever imported into Hongkong, made specially for the house by Messrs. SELLMAN & H

Extracts.

Bargaining at Cairo.

About five o'clock we returned home, and the Princess and I started soon after with Abdel Kader Bey for the Turkish Bazaar, where the Princess bought a bournous and other things. The mode of shopping here is certainly peculiar. You sit down on the edge of the counter, or step of the shop, and ask for what you want; they then invariably show you something quite different, and it is a long while before the article you ask for is produced. Then the bargaining begins; the man asks you a price, and you then offer half. The bargaining goes on, at first in good humour, their in rather cross words, but generally ends with your knocking down the sum to nearly half that he had asked at first. One is quite *sans gene*, and puts on and tries the things in the middle of the street. Still one must have plenty of time and patience to get anything, as they insist upon first taking down everything in the shop. For instance, if you say you wish for a silk scarf, you must first look at all their beads, pipes, table-covers, and embroidered slippers; and though they must perfectly well see that you don't want anything of the sort, they seem much more eager to spread out these things than those you want to buy! We did not agree about the price of a bournous in one shop, so we went to another, and found one just like that in the first shop, only that we thought we preferred the shape of the first. Abdel Kader Bey, who managed the bargaining for us, at once sent for the man and bournous from the last shop. The two were compared, and, before the shopman, we tried both on, and, tried again to bargain for the first, the second shopman actually helping us to bring down the price asked by his rival, and going across the street for a candle that we might see better. But he stuck to ten pounds as the lowest price, so he was sent back with his goods, and our last friend carried the day, the Princess buying his bournous for nine pounds. It was certainly very amusing; but want would they say in England if, when trying to buy an article in one shop, one sent for a similar article from another, and employed one shopman to help you in bargaining with the other?—*Journal of a Visit to Egypt, Constantinople, the Crimea, Greece, &c. By the Hon. Mrs. William Grey.*

The Experiences of Matrimony.

"But I should advise you to get married," continued the Colonel; "when a fellah's married, he finds out how expensive it is! Now there's my wife, a good-quiet lady, that lays down anything but a thin slice o'bread and butter, and yet I don't hesitate to say that (as far as mere cost, you know, is concerned) I'd rather undertake to keep ten fellahs like Fyer here, who can eat a leg of mutton—I would indeed." The Doctor replied that he knew some single fellahs who lived very handsomely on wonderfully moderate incomes, and that he didn't think, on the whole, women were so expensive in their habits as men. "Of course they aint, so long as they're single. If my wife had been an old maid, she'd have lived on three hundred a-year, and I have say kept a carriage and pair on it, and subscribed to charities, and cut a most respectable figure; but when they get married, it's quite a different thing. Their idea of an elegant Doctor—their ideas enlarge. A married lady don't seem to spend more upon herself than a single one does—and I must say that in all that relates to her own personal expenditure my wife is moderate, most moderate; but what I mean is, Doctor, that when a man's married, the general expenses of his establishment seem to mount so. When I was a bachelor I used to dine with a mutton-chop and a bottle of stout, and perhaps a bit of cheese and a potato—and as I daresay my wife would if she were a single woman; but when we're together as man and wife, there is a sort of respect due from me to her ladyship, and from her ladyship to her husband, and so we sit down to a real dinner every day, whether we've an appetite or not. We haven't got a man-cook, but we've got two wonderfully big women-cooks, and they look so strong and so red! and so very determined, that by George! my wife feels them—she does indeed. She's a great deal more afraid of those two blessed females than I ever was of my schoolmasters; and they cook and they cool, and do just whatever they please. And its not only these women, but its the number of other women there are about the house, that cost money. It's quite astonishing, Doctor, how they do increase and multiply. I believe they breed, and have a special faculty for coming rapidly to maturity, like mushrooms! I'm always meeting some new face on the stairs, and sometimes very pretty faces too. Let me tell you, for my wife aint in the local fashion, and she likes to have good-looking people about the house. And then I say, 'He's one, my love, have you been discharging one of the women?' and she looks quite surprised and says, she's discharge'd nobody, and asks why I ask. Then I say, 'Because I see we've got a new servant;' and then she demonstrates to me in a manner altogether irrefragable that an additional hand was absolutely necessary in some department or other. How many servants do you keep, Doctor?" "I keep an old woman and a boy for the stable." "Well, that's just a nice little establishment. Have you got a copper cool-scuttle?" The Doctor was a little surprised at this question; but, as it happened, he did possess a copper cool-scuttle, and said so. "And Yes no doubt your cool-scuttle is perfectly bright and clean. But when my wife purchased a copper cool scuttle, about twelve months ago, there wasn't a single creature in whole house that would clean it. The two fat cooks said they couldn't cook it, and cooking was their business. The scullery-maids said it wasn't in jan. The butler said it wasn't silver, and so didn't come in under his department; and the grooms said as it didn't belong to horses it was no concern of theirs. The thing never got cleaned at all, and began to look so beastly that, by George! my idea strikes me, and I had it electro plated, and sent it into the plate closet to be cleaned; but the butler wouldn't touch it, and so he left the home or, as he expressed it, 'sent in his resignation.' So I had the cool-scuttle wrapped up in silver paper, and put it into the plate closet, where the new butler found it, and accepted it as a *fait accompli*. But he only lets us use it on state occasions."—*Wonderbolme. By Philip Gilbert Hamerton.*

DR. E. GARNERI begs to inform the community of Hongkong, that he is prepared to give lessons in the French, Spanish and Italian language, on very moderate terms. Address, *Daily Press* Office.
tf 132 Hongkong, 21st January, 1870.

LEONARD BARNES, GOVERNMENT UNDERTAKER, (By appointment.)
Funerals entrusted to his care will be properly and economically conducted.
Hood Stones cut and erected.
Spring Gardens,
Opposite Messrs. Bull, Purdon & Co
tf 235 Hongkong, 15th April, 1869.

E. J. DORSEY,
COMMISSION MERCHANT AND INSURANCE AGENT,
At and 42, Merchants' Exchange,
CALIFORNIA STREET,
SAN FRANCISCO.
References:—
ALLAN MCLANE, Esq., President, Pacific M. S. S. Co., New York.
LOUIS MCLANE, Esq., New York.
JOHN BADIE, Esq., President, United States Life Ins. Co., New York.
Messrs. BARRON & Co., San Francisco.
Messrs. C. ADOLPHE, LOW & Co., San Francisco.
T. A. HARRIS, Esq., Agent, P. M. S. S. Co., Hongkong.
GEO. F. HARE, Esq., Agent, Pacific M. S. S. Co., Yokohama.
GEO. F. BOWMAN, Esq., Agent, Pacific M. S. S. Co., Shanghai.
1y 1337

RIFLES, FIXED AMMUNITION AND GUNPOWDER.
RODMOND GIBBONS & Co.,
SAN FRANCISCO,
Agents for:
WINCHESTER REPEATING ARMS CO.,
and
E. J. DU PONT DE NEMOURS & Co.,
are prepared to sell Rifles, Carbines, Fixed Ammunition, and Gunpowder, on terms more favorable than they can obtained from New York.
1y 713 Ap. 10

A. LYON,
SHIPS' COMPRADORE and STEVEDORE,
has all kinds of
SHIPS' STORES
on hand, and all kinds of COALS, always ready.
No. 57, PEAKA WEST,
Next to Scott Lane.
6m 2169 Hongkong, 8th November, 1869.

Houses, Lands, Tenements, &c

TO LET.

TO PROFESSIONAL MEN, BROKERS, AND OTHERS.

TO LET, three Rooms, with servants' offices, suitable for one or two gentlemen, and a stable suitable for two horses and a carriage, situated in a central and airy position, on the *Caine Road.*
Address T., care of *Daily Press* Office.
tf 239 Hongkong, 28th February, 1870.

TO LET.

HOUSES in *Mosque Street*, commanding a full view of the harbour. Rents moderate. Apply to
H. L. NORONHA.
tf 226 Hongkong, 11th February, 1870.

TO LET.

IN West Terrace, *Caine Road*, Nos. 3, 4 and 5, containing Four rooms each, Bath rooms, &c. Rent moderate. Apply to
THOS. W. BARRINGTON.
47, *Wyndham Street.*
tf 207 Hongkong, 8th February, 1870.

TO LET.

TWO FLOORS of a HOUSE in *Queen's Road*, well situated.
ROB. S. WALKER & Co.
tf 225 Hongkong, 3rd February, 1870.

TO LET,

HOUSES Nos. 1 and 3, *Peddle's Hill*, each containing four rooms, with outhouses, &c., Water and Gas laid on.
Granite GODOWNS (fire-proof), below *Peddle's Hill.*
For Particulars, apply to
A. PESTONJEE SETNA,
Corner of Peel and Gage Streets.
tf 206 Hongkong, 1st February, 1870.

TO LET,

THE HOUSE, No. 8, *Lyndhurst Terrace*, with large and commodious rooms, offices, and treasure room, also Godowns beneath. Apply to
E. FABANEY,
Gage Street.
tf 188 Hongkong, 28th January, 1870.

TO LET,
(With possession on 1st January next),

THE very desirable Business PREMISES, situated the corner of *D'Aguilar Street* and *Wellington Street*, at present occupied by Messrs. A. HOYER & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 2347 Hongkong, 15th December, 1869.

TO LET,
(With immediate possession),

THAT desirable BUNGALOW, known as "Greenmount," situate on the *Bonham Road*, and till lately in the occupation of G. H. Mossom, Esq.
For Particulars, apply to
GILMAN & Co.
tf 2185 Hongkong, 13th November, 1869.

TO LET

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
A. S. BURROWS & SONS.
tf 1730 Hongkong, 7th September, 1869.

TO LET.

THE commodious Business Premises lately in the occupation of Messrs SMITH, ARCHER & Co., situated at *Spring Gardens*, and consisting of a Large Front Storied Dwelling House containing 22 Rooms, with outhouses and Stables attached; two large dry and airy Godowns, capable of holding 10,000 piculs each, with Offices and Private rooms over the same. The whole having a frontage on the Praya of 210 feet, with use of a private wharf, and a fine view of the harbour.
The houses have recently been painted and put in thorough repair.
For further particulars, apply to
JOHN GERRARD.
tf 1586 Hongkong, 13th August, 1869

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1957 Hongkong, 15th October, 1868.

TO LET

With immediate possession.

NO. 4, Peckill Terrace, *Elgin Street.* Apply to
LANE, CRAWFORD & Co.
tf 1808 Hongkong, 30th September, 1869.

HOUSES TO LET.

VARIOUS Parts of Hongkong. A list of HOUSES with size, locality and terms can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 822 Hongkong, 11th March, 1867.

TO BE LET.

THE very desirable business premises lately occupied by Messrs. LYALL, STILL & Co., a portion of which are now occupied by Messrs. RUSSELL & Co.—with large and commodious dwelling-house and extensive Godowns on the *Praya.*
For full Particulars, apply to
JARDINE, MATHESON & Co.
tf 2264 Hongkong, 14th December, 1869.

TO LET.

THAT commodious family residence in *Bonham Road*, known as "Persepolis," containing 12 Rooms, besides basement story, Bath rooms, Coach House and Stable, Gas and Water laid on.
Also, Croquet ground, Flower and Vegetable garden. Apply to
THOS. W. BARRINGTON,
47, *Wyndham Street.*
tf 1989 Hongkong, 4th June, 1869.

TO LET.

(With immediate possession.)

SEVERAL Strong commodious GODOWNS, very conveniently situated on Marine Lot No. 63, between Messrs. JOHN BURD & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.
For Particulars, apply to
A. MCLEOD,
At Messrs. GIBB, LIVINGSTON & Co.
tf 829 Hongkong, 26th April, 1869.

TO LET,
(With immediate possession),

THE commodious three storied HOUSE, No. 1, *Wyndham Street*, lately in the occupation of Messrs. BONNETT & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 2313 Hongkong, 13th December, 1869.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise in their own Boats, and to receive the same on Storage in first class GRANITE GODOWNS on moderate terms.
ROBT. S. WALKER & Co.
tf Hongkong, 4th March, 1867.

TO LET.

(With immediate possession),

BUNGALOW at *Pokefulam*. Apply to
LANE, CRAWFORD & Co.
tf 1683 Hongkong, 1st September, 1869.

TO BE LET.

With Possession on 1st Oct. next.

THE HOUSE and OFFICE, No. 2, *Gough Street*, at present occupied by Messrs. KIRCHNER, BOGER & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1274 Hongkong, 1st July, 1869.

NOW PUBLISHED.

VISIT of His Royal Highness THE DUKE OF EDINBURGH to Hongkong
Compiled by The Royal. CARON BEACH, and illustrated by a Portrait of H.R.H., taken in Hongkong, and by Photographs of Local Scenes and Incidents of the Prince's visit.
PRICE THREE DOLLARS.
NORONHA & SONS.
tf 87 Hongkong, 16th January, 1870.

UNDER the Distinguished Patronage of His Excellency The GOVERNOR and Lady MACDONNELL,
MR. W. P. FLOYD
Begs to announce that his Photographic Gallery has been RE-OPENED by His Excellency Sir H. G. MACDONNELL, C.B., and Lady MACDONNELL, on the Corner of *Wyndham* and *Wellington Streets*, where he solicits an inspection of the Finest Photographic Establishment in the Far East.
Life Size Photographic Portraits, in Oil or Water Colors.
tf 1583 Hongkong, 9th August, 1869.

E. R. HANDLEY,
(LATE PATERSON & HANDLEY),
HOUSE & SHIP PLUMBER, COPPER SMITH,
ZINC WORKER, AND GAS FITTER,
16, *Queen's Road West.*
tf 1014 Hongkong, 25th May, 1869.

Insurances.

ROYAL INSURANCE COMPANY.

SECURITY
SHOULD BE THE FIRST CONSIDERATION IN INSURANCE TRANSACTIONS.

THE Directors of the Royal Insurance Company have the pleasure of supplying the following information to the public, as evidence of the ample security they offered to their assurers:—

THE CAPITAL
of the Company, available for the purpose of meeting any unusual calamity happening to the Assured, is
Two MILLIONS STERLING.
The amount actually paid up is £238,435. This, with the Accumulated Funds in Hand, makes the invested resources of the Company upwards of ONE MILLION SIX HUNDRED THOUSAND POUNDS, which amount is invested as follows:—

Invested Funds of the Royal Insurance Company, 30th June, 1868.

Real Property owned by the Company	£219,571 11 3
Mortgages on Freehold Property £33,000 Reduced 3 per cent. Consols	33,000 0 0
India Government 5 per cent. Debentures	28,085 1 3
English Railway Debenture Bonds	59,000 17 7
First-class English Railway Preference and Guaranteed Stocks	335,476 11 11
Loans to Local Authorities of various towns in Great Britain, who have obtained the sanction of the Secretary of State to borrow the amount	145,560 12 6
Bonds of the Metropolitan Docks and Harbour Board	62,341 14 8
Bonds of the British and Irish Magnetic Telegraph Co.	10,000 0 0
Bonds of the Liverpool Corporation	5,160 0 0
United States Government Stocks	101,339 7 10
Canada Bonds and Canada Dominion Stock	31,106 11 6
Short Loans on first class English Dividend paying Stocks, with margins from 20 to 50 per cent. on market values	477,193 0 0
Loans on Security of Life Policies	63,935 8 5
	£1,672,355 16 11

The above is a complete list of the Investments of the Company at the dates specified, in addition to which the funds are still further increased, by amounts constantly varying, at different periods, in the hands of the Bankers and the Company's Agents.
At 31st Dec. 1868, these stood at £103,689 2 0
For the satisfaction of the Public, the whole of the Securities belonging to this Company are annually submitted to the careful scrutiny of two independent Auditors, and the following is an Extract from their Report to the last Annual Meeting:—
"The whole of your Books have been Audited—every Document, every Account, every Voucher, your Bank-book, and every Security—all have been most carefully kept, and there is not one doubtful Security in the whole."
THE ACCUMULATIONS OF THE LIFE DEPARTMENT,
After payment of Claims, Annuities and Expenses of every description, have been as follows:—
Funds in Hand at the last Quinquennial Valuation, 31st Dec., 1864 | £621,431 15 5
Added to 31st December, 1865 | 103,146 7 3
" " " 1866 | 124,165 7 5
" " " 1867 | 128,553 5 10
" " " 1868 | 144,945 12 2
Total Accumulation of the Life Department on 31st December, 1868, exclusive of Shareholders' Capital | £1,122,275 8 1

The Directors also think it desirable to State that THE BUSINESS OF THE "ROYAL" HAS NEVER BEEN AMALGAMATED WITH THAT OF ANY OTHER COMPANY.
And that the LIABILITY of its Shareholders is UNLIMITED.

ROB. S. WALKER & Co., *Agents.*
2173 Hongkong, 6th November, 1869.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ¼ per cent.
Other dwelling Houses, used strictly as such, and their contents. Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 2696 Hongkong, 9th November, 1868.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

LONDON AND ORIENTAL STEAM TRAIN SIP INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co.—*Managers.*
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers.
W. MACAULAY, *Agent.*
tf Hongkong, 1st July, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ½ of the annual rate
Not exceeding 1 month } ¾ " " "
Above 1 month, and not exceeding ..... 3 " ½ do. do.
Above 3 months and not exceeding ..... 6 " ¾ do. do.
Above 6 months the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 625 Hongkong, 13th August, 1869.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

Insurances.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
HEAD OFFICE IN LONDON
No. 7, Royal Exchange, Cornhill, E.C.
WEST END OFFICE.—*No. 7, Pall Mall, S.W.*
RICHARD BAGGALLAY, Esq.—*Governor*
JAMES BLYTH, Esq.—*Sub-Governor.*
EDWIN GOWER, Esq.—*Deputy-Governor.*
DIRECTORS.
Nathaniel Alexander, Esq. | Henry George Gordon, Esq.
John Alves Arbuthnot, Esq. | I. C. Guthrie, Esq.
Henry Bonham Carter, Esq. | John Alex. Hanway, Esq.
Edward Budd, Esq. | Louis Huth, Esq.
Alfred D. Chapman, Esq. | Charles Lyall, Esq.
Mark Wilks Collet, Esq. | John Ord, Esq.
Sir Frederick Currie, Bart. | Capt. H. W. Polly, R.N.
F. G. Delgety, Esq. | David Powell, Esq.
Benjamin Dobree, Esq. | William Rennie, Esq.
John Entwisle, Esq. | P. R. Robertson, Esq.
G. L. Mentz Ehlers, Esq. | W. Bryce Watson, Esq.
Robert Gillespie, Esq. | Lestock Peach Wilson, Esq.
SECRETARY.
JOHN LUTHERIDGE, Esq.

THE CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—
Bombay—Messrs. EWART, LATHAM & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Hongkong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Foochow—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. BLYTH BROTHERS & Co.
The undersigned are prepared to issue Policies of the CORPORATION of the LONDON ASSURANCE, payable either here, in LONDON, at any of the above-named Agencies, and also at
Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DE CROZ, NICHOLS & Co.
Hobart Town—
Mr. DAVINGTON HOPE.
Adelaide, S. Australia—
Messrs. EDDIS, SMITH & Co.
Sydney, New S. Wales—
Messrs. FANNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, RATTRAY & Co.
HOLLIDAY, WISE & Co.
tf 146 Hongkong, 21st January, 1869.

LONDON ASSURANCE CORPORATION
LIVE ASSURANCES.

THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.
HOLLIDAY, WISE & Co.
tf 1959 Hongkong, 15th October, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1959 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed Agents for the above Corporation at Hongkong, are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.
HOLLIDAY, WISE & Co.
tf 3025 Hongkong, 27th December, 1869.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE RISKS, and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.
ROBT. S. WALKER & Co.
tf Hongkong, 8th October, 1863

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.
ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

NOTICE.

SUN FIRE OFFICE.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month } ¼ of the annual rate
Above 1 month, but not exceeding ..... 3 " ½ do. do.
Above 3 months and not exceeding ..... 6 " ¾ do. do.
Above 6 months the full annual rate.
A. G. HOGG & Co.,
Agents, Sun Fire Office.
tf 676 Hongkong, 9th June, 1868.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ½ of the annual rate
Not exceeding 1 month } do. do.
Above 1 month, and not exceeding three months } ¾ do. do.
Above 3 months, and not exceeding six months } 1 do. do.
Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company
tf 678 Hongkong, 25th August, 1869.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCED RATES FOR PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. Godowns, Offices, Shops, &c., and their contents. } 1 " "
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month } ¼ of the annual rate.
Above 1 month, and not exceeding 3 " } ½ do. do.
Above 3 months and not exceeding 6 " } ¾ do. do.
Above 6 months the full annual rate.
GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.
A. G. HOGG & Co.
tf 558 Hongkong, 17th March, 1868.

FORBES & Co.'s CONSTITUENTS INSURANCE COMPANY,
AND
BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.
GIBB, LIVINGSTON & Co.
tf 398 Hongkong, 29th February, 1868.

DE COSTERLING
SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks on the usual terms.
SIEMSSEN & Co.
tf 1669 Hongkong, 1st August, 1868.

Insurances.

PACIFIC INSURANCE COMPANY.
SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.
RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.
RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits, divided pro rata to the net premium contributed.*
RUSSELL & Co.,
Secretaries.
tf 1989 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

GUARDIAN
FIRE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.
Subscribed Capital—£2,600,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.
OLIPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

HAMBURG BREMEN FIRE INSURANCE COMPANY.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ½ of the annual rate
Above 1 month, and not exceeding three months } ¾ do. do.
Above 3 months, and not exceeding six months } 1 do. do.
Above six months the full annual rate.
WM. PUSTAU & Co., *Agents.*
tf 1667 Hongkong, 30th August, 1869.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent.
Other Dwelling Houses (similarly situated) and their contents. Godowns and their contents. } 1 per cent.
Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days } ¼ per cent.
Not exceeding ..... 1 month } ½ per cent.
Above 1 month, and not exceeding ..... 3 " } ¾ " "
Above 3 months, and not exceeding ..... 6 " } 1 " "
Above 6 months, the full annual rate of 1 "
ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

Business Announcements.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Caddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869

GEORGE GLASSE.
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST, VICTORIA DISPENSARY, HONGKONG.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED
tf 2036 Hongkong, 3rd September, 1867

NOTICE.

RENTS AND ACCOUNTS COLLECTED with despatch, and DISTRAINT WARRANTS FOR RENT issued and executed.
SECURITY IS REQUIRED.
THOS. W. BARRINGTON,
47, *Wyndham Street.*
tf 338 Hongkong, 18th February, 1868

G. DA SILVEIRA,
JEWELLER AND WATCH MAKER,
2 *doors past the Hongkong Dispensary,*
QUEEN'S ROAD,
HONGKONG. [May 11

鴻 興 鐵 廠
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that this Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 471 Hongkong, 5th March, 1869

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SHIPCHANDLER, COMPRADORE, AND FIRST CLASS GROCER.
No. 38, PRAYA, HONGKONG.
Families and Shipping furnished with every kind of Supplies. Ballast and Water provided at the shortest notice, and on the most reasonable terms.—*Hongkong Beef.* 1y 2108

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SHIPCHANDLERS, GENERAL STORE-KEEPERS, AND AGENTS,
AUCTIONEERS, COAL & COMMISSION MERCHANTS,
PAGODA ISLAND, FOOCHOW.
N.B.—Dry and commodious Godowns for storage at the Anchorage. 1y 18 Jan. 3

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HORSES received on Livery.
Carriages and Horses sold and bought on Commission.
Furniture by an experienced European.
Harness and Saddlery repaired and renovated, a stock of London-made being always on hand.
Horses broken to Saddle or Harness.
Horses always on hand for Sale.
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